(1) One DC-8-63F aircraft for a period of 2½ years.

(2) One DC-8-73F aircraft for a period of two years with the option to extend the contract for a further period of one year on the same terms and conditions. The agreement for the DC-8-73F had a provision for the possible substitution of the same with a Boeing 747 Freighter. Accordingly, the Boeing 747 Freighter aircraft has been substituted in place of the DC-8-73F aircraft with effect from April 6, 1986.

Air India has also been leasing IL-76 capacity from Aeroflot for its freighter operations since April 1982.

As regards the replacement of Boeing 747 Kanishka aircraft which was lost in an accident in June 1985, the Air India Board has recently approved the investment proposal for acquisition of a Boeing 747 SP aircraft. As no aircraft of this category, out of the offers received, has yet been selected, the question of executing a purchase agreement for this purpose has not arisen.

(c) and (d) It was not necessary for the Management to obtain the approval of the Board of Directors of Air India for the matter relating to the finalisation of the agreement for wet leasing of the freighter aircraft, as this was within the competence of the Management. The approval of the Government was, however, obtained by the Management before executing the agreement.

(e) The earlier contract for the wet lease of freighter aircraft which was finalised with National Airlines expired in March, 1985. This arrangement with National Airlines was, however, extended for a further period of three months and as such there was no loss of revenue on this account.

Famine of X-ray films in NDMC hospitals

1267. SHRI J. P. GOYAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to a news item which appeared in the 'Hindustan Times' of 22nd April, 1986 with the caption 'NDMC hospitals facing famine of X-ray films';

(b) if so, what are the details in this regard;

(c) what are the reasons for the shortage of X-ray films in NDMC hospitals;

(d) the approximate number of patient daliy affected by this shortage;

(e) the name of the film which supplies X-ray films to NDMC hospitals; and

(f) what are the reasons for not supplying the X-ray films to the NDMC hospitals and what action has been taken against the persons responsible for the lapse?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) The Government is aware of the news item.

(b) to (d) NDMC have informed that there was no shortage of X-ray films in the NDMC Hospital.

(e) 1. Hindustan Photo Films Manufacturing Co. Ltd.

2. Agfa-Gevaret India Ltd

(f) Does not arise in view of answer to (b), (c) and (d) above.

Quantum of monetary incentive for sterilisation in Chandigarh

1268. SHRI PAWAN KUMAR BANSAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what is the quantum of monetary incentive awarded to a person undergoing sterilisation;

(b) whether it is a fact that recently this amount has been substantialy reduced in Union Territory of Chandigarh;

(c) if so, what are the reasons therefor, and

(d) whether it is also a fact that there is a decline in the number of people opting for sterilisation?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) to (d) No monetary incentive is given by the Government of India to a person undergoing sterilisation. However, an amount of Rs. 100 per case is given towards compensation on account of the wages lost. In addition to this, incentive money at the rate of Rs. 65 for each case of vasectomy, Rs. 80 for each case of laparoscopic sterilisation and Rs. 50 for each case of tubectomy were being given in the U.T. of Chandigarh with financial support from various Departments and certain Voluntary Organisations. These incentive payments have now been withdrawn by the concerned Voluntary Organisations/Departments.

There is no decline in sterilisation acceptors during 1985-86 as compared to the previous year.

Progress of the Circular Railway Project at Calcutta

1269. SHRI KAPIL VERMA:
SHRI SHEO KUMAR MISHRA:

Will the Minister of TRANSPORT be pleased to state:

(a) the progress made so far on the Circular Railway project at Calcutta and what are the difficulties being encountered for its early completion; and

(b) whether the project has been approved by the Planning Commission?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) A 10 km. long single line section from Princep Ghat to Ultadanga Road station has been completed and commissioned to traffic. The work on the section between Ultadanga Road and Dum Dum station cannot be progressed satisfactorily as the Railway land required for the Circular Railway is encroached upon unauthorisedly. These encroachments are required to be removed by the State Government and land made available to Eastern Railway.

(b) Part I of the Circular Railway Project involving construction of single line track from Princep Ghat to Dum Dum has been cleared by the Planning Commission in March, 1986.

दिल्ली परिवहन निगम का बस रूट नं. 548

270. **श्री अच्छे लाल बाल्मीक** : क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दिल्ली परिवहन निगम ने 21 अप्रैल, 1986 से अस्थायी रूप से नई दिल्ली रेलवे स्टेशन से हमदर्द नगर, नई दिल्ली बारास्ता मालवीय नगर "एफ" ब्लाक और दक्षिणपुरी के लिए एक नया बस रूट 548 प्रारम्भ किया है ;

(ख) क्या यह भी सच है कि दक्षिपुरी और मालवीय नगर "एफ" ब्लाक से नई दिल्ली रेलवे स्टेशन के लिए पहले से ही बस रूट नं. आर.एल.-15 और आर.एल.-16 चल रहे हैं जबकि उसी क्षेत्र की निकटवर्ती सरकारी कालोनी, पुष्प विहार से नई दिल्ली रेलवे स्टेशन के लिए कोई सीधी बस सेवा उपलब्ध नहीं है; और

(ग) क्या सरकार नई दिल्ली रेलवे स्टेशन से हमदर्द नगर तक चलने वाले रूट नं. 548 की बसों को खिड़की गांव के बाद पुष्प विहार सैक्टर 5, सैक्टर-1 (वाटर टैंक) और सैक्टर 3 तक ले जाने और बाद में मोड़कर इसे अम्बेदकर मार्ग और खानपुर डिपो तक चलाने का विचार रखती है और यदि हां, तो कब तक ?

जल-भूतल परिवहन (विभाग) में राज्य मंत्री (श्री राजेश पायलेट) : (क) जी हां ।

(ख) रूट नं0 आर एल-15 दक्षिणपुरी और सादिक नगर से होता हुआ देवली गांव और रेलवे स्टेशन के बीच चलता है । यह मालवीय नगर से होकर नहीं गुजरता । रूट नं. आर एल-16 जो मालवीय नगर और नई दिल्ली रेलवे स्टेशन के बीच चलता था अब समाप्त कर दिया गया है और उसके स्थान पर एक नया रूट नं. 548 चालू किया गया है जो हमदर्द नगर से नई दिल्ली रेलवे